

TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE



FISCAL NOTE

SB 783 - HB 1384

February 28, 2017

**SUMMARY OF BILL:** Authorizes a housing authority to carry out a transit-oriented redevelopment project. Requires the governing body of a municipality, or agency designated by the governing body or empowered by law to act to approve a transit-oriented redevelopment project prior to the authority initiating the project. Requires the governing body to hold a public hearing to determine the necessity for the adoption of the plan. Prohibits a housing authority from using eminent domain to eliminate transit-deficient areas but authorizes the use of eminent domain to acquire land, or interests in land. Authorizes the authority to make land in a transit-oriented redevelopment project available for use by private enterprise or public agencies in accordance with the plan. Authorizes the authority to adopt a plan that contains a tax increment financing provision. Authorizes the authority to borrow money or accept contributions from the federal government to assist in undertaking transit-oriented redevelopment projects.

**ESTIMATED FISCAL IMPACT:**

**Other Fiscal Impact – The fiscal impact on state or local government is dependent on multiple unknown factors and cannot be specifically determined. Any impacts to local government are considered permissive.**

Assumptions:

- This legislation defines a transit-deficient area as high capacity transit area where facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community, and does not include land used predominately in agriculture.
- Any action taken by a local government or local housing authority to carry out a transit-oriented redevelopment project is permissive.
- The total statewide impact to state and local government associated with transit-oriented redevelopment projects is dependent upon multiple unknown factors, including, but not limited to: the number of housing authorities electing to carry out transit-oriented redevelopment plans, the number of governing bodies or designated agencies approving of such plans, the number properties acquired, the cost and extent of any remediation associated with readying such properties for projects, the costs associated with the required notice mailings and newspaper postings, and the amount, if any, of tax increment financing.

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- Given the extent of unknown factors, the precise fiscal impact to state and local government cannot be reasonably determined.

**CERTIFICATION:**

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in dark ink that reads "Krista M. Lee". The signature is written in a cursive, flowing style.

Krista M. Lee, Executive Director

/amj